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DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES



TED SCHWINDEN, GOVERNOR



STATE OF MONTANA

HELENA, MONTANA 59620

October 6, 1982

Governor's Office, Helena, MT 59620
City-County Planning Board, Box 622, Boulder, MT 59623
City-County Health Department, Box 622, Boulder, MT 59623
County Commissioners, Courthouse, Boulder, MT 59623
County Sheriff, Courthouse, Boulder, MT 59623
Montana Bureau of Mines & Geology, c/o Montana Tech, W. Park St., Butte, MT 59701
Soil Conservation Service, Federal Building, Bozeman, MT 59715
HUD Regional/Area Office, O.I.L.S.R., ATTN: Carroll Goodwin, Executive Tower
Building, 1405 Curtis Street, Denver, CO 80202
Montana State Library, Helena, MT 59620
Environmental Quality Council, Helena, MT 59620
Department of Commerce, Helena, MT 59620
Department of Fish, Wildlife and Parks, Helena, MT 59601
Department of Highways, Helena, MT 59620
Department of Natural Resources and Conservation, Helena, MT 59620
Fire Marshal Bureau, Department of Justice, 1409 Helena, Ave., Helena, MT 59620
Information Unit, Department of Health & Environmental Sciences, Helena, MT 59620
Environmental Information Center, P.O. Box 1184, Helena, MT 59624
Montana Historical Society, 225 N. Roberts, Helena, MT 59601
Kalispell Chamber of Commerce, Main Street, Kalispell, MT 59901
Flathead County Road Department, Box 1102, Kalispell, MT 59901
Duane Bitney, P.O. Box 1119, Kalispell, MT 59901
Dennis Carver, Carver Engineering, 720 2nd Street E., Kalispell, MT 59901
Flathead Drainage 208 Project, 723 Fifth Ave. E., Kalispell, MT 59901
Evergreen Water District, 130 Nicholson Drive, Kalispell, MT 59901
City of Kalispell, P.O. Box 1035, Kalispell, MT 59901
School District #5, 233 1st Ave. E., Kalispell, MT 59901

RE: Glacier Village Green
Flathead County

Ladies and Gentlemen:

The enclosed preliminary environmental review has been prepared for Glacier Village Green in Flathead County, and is submitted for your consideration. Questions and comments will be accepted until October 18, 1982. One extension of time not to exceed seven days will be granted upon request if there is sufficient reason for the request. All comments should be sent to the undersigned.

Sincerely,

A handwritten signature in cursive script that reads "Jim Melstad".

Jim Melstad
Sanitary Engineer
Water Quality Bureau

STATE DOCUMENTS COLLECTION

NOV 19 1984

JM: ca
Enclosures

MONTANA STATE LIBRARY
1515 E. 6th AVE.
HELENA, MONTANA 59620

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<https://archive.org/details/preliminaryenvir1982mels>

DEPARTMENT OF HEALTH AND ENVIRONMENTAL SCIENCES
Cogswell Building, Helena, Montana 59601
(406)449-3946

PRELIMINARY ENVIRONMENTAL REVIEW

Division/Bureau Environmental Sciences Division/Subdivision Bureau

Project or Application Glacier Village Green

Description of Project The ultimate development is scheduled for 800 lots on about 284 acres. The site is located northeast of Kalispell and is bounded on the east by the Whitefish River and on the south by West Evergreen Drive. Water will be supplied from the Evergreen Water System and sewage service will ultimately be provided by the City of Kalispell. Approximately 80 acres are scheduled for lots, 44 for roads, 65 for an 18-hole golf course, 19 acres for park area, 35 for open space and 3 for a club area. The development is expected to attract retired and semi-retired people to a recreational setting.

POTENTIAL IMPACT ON PHYSICAL ENVIRONMENT

	Major	Moderate	Minor	None	Unknown	Comments on Attached Pages
1. Terrestrial & aquatic life and habitats			X			X
2. Water quality, quantity and distribution		X ↔	X			X
3. Geology & soil quality, stability and moisture			X			
4. Vegetation cover, quantity and quality			X			
5. Aesthetics		X ↔	X			
6. Air quality			X			
7. Unique, endangered, fragile, or limited environmental resources			X			
8. Demands on environmental resources of land, water, air & energy		X ↔	X			
9. Historical and archaeological sites			X			

POTENTIAL IMPACTS ON HUMAN ENVIRONMENT

	Major	Moderate	Minor	None	Unknown	Comments on Attached Pages
1. Social structures and mores			X			
2. Cultural uniqueness and diversity			X			
3. Local and state tax base & tax revenue		X				
4. Agricultural or industrial production		X ← → X				
5. Human health			X			
6. Quantity and distribution of community and personal income		X ← → X				
7. Access to and quality of recreational and wilderness activities			X			
8. Quantity and distribution of employment			X			
9. Distribution and density of population and housing		X				
10. Demands for government services		X ← → X				
11. Industrial & commercial activity			X			
12. Demands for energy			X			
13. Locally adopted environmental plans & goals			X			
14. Transportation networks & traffic flows	X ← → X					

Other groups or agencies contacted or which may have overlapping jurisdiction Flathead County Health Department, Water Quality Bureau (DHES), Flathead County Planning Board, Flathead County Commissioners

Individuals or groups contributing to this PER. Contributors have been noted in the PER.

Recommendation concerning preparation of EIS _____

PER Prepared by: Jim Melstad

Date: _____

POTENTIAL IMPACT ON THE PHYSICAL ENVIRONMENT

1. Terrestrial and Aquatic Life and Habitats

No input from the Department of Fish, Wildlife and Parks has been provided at this date. The land is presently in a dairy ranch. Although deer, songbirds and perhaps other wildlife frequent the site, it is not expected that the ground is presently a valuable range for deer or other wildlife because of the dairy activity. In addition, the site is relatively surrounded by other development. This land is now virtually cleared.

A green area has been designated along the Whitefish River. This will help minimize impacts from development on aquatic life. The increase in impervious surfaces will significantly increase runoff (runoff from roofs, streets, etc.). Although much runoff will be diverted to ponds on the golf course, proper drainage engineering will be needed to minimize runoff impacts on the Whitefish River.

Septic tanks and drainfields are proposed for the initial 18 lots. Kalispell sewage collection facilities are expected to be available within about one year, however. If the Kalispell sewage system should not become available for some reason, the size of the lots would have to be increased to at least 20,000 square feet. The use of this many individual sewage systems in a relatively high groundwater area would then have to be re-evaluated.

2. Water Quality, Quantity and Distribution

The development is expected to have a moderate effect on water quantity and distribution simply because of the size of the development. The ultimate development of about 800 lots would be the equivalent of about 2500 additional people on the Evergreen Water District, the proposed water supply. The system presently serves 3500-4000 people. The Evergreen Water District is contemplating future development and improvements at this time, however. It is expected that a full development of 800 lots would require at least two extensions from the Evergreen water system to assure adequate fire flows. It is expected that a full development of 800 lots in conjunction with other growth of the system would require the addition of another well and possibly additional storage. The Evergreen Water District is regarded as an excellent water system which has kept up well with system growth and provided excellent service.

The development is expected to have minor impacts on water quality because of the proposed use of the Kalispell sewage system and the maintenance of the green belt on the Whitefish River. The potential for runoff impacts during road and home construction exists. Proper runoff planning during plan review will help minimize impacts.

As mentioned above, if septic tanks and drainfields should be proposed for some reason rather than the Kalispell sewage system, the impacts on groundwater and ultimately surface water will have to be evaluated.

Runoff from the golf course, which will probably contain herbicides and fertilizers, will be largely contained by ponds located within the golf course.

3. Geology and Soil Quality, Stability and Moisture

The site is basically flat with a steep 90 foot ridge on the west edge of the development and a drop-off of 12 to 14 feet on the east side to the Whitefish River.

It is unavoidable that street and home construction will have an impact on the topsoil cover. Topsoil will be removed and displaced. Erosion and runoff during construction is also unavoidable.

The area is classified as alluvial land with silt loams, silty clay loams, fine sandy loams and loams overlaying coarser alluvial deposits. Soils profile, percolation testing and groundwater monitoring holes have indicated that the soils are suitable for at least an initial 18 lots.

No unusual or fragile soils or geological conditions are known to exist at the site. Because of the height of the development above the Whitefish River, the site is not in a designated floodplain.

The major impact is expected to be from the construction of roads and right-of-ways (43.6 acres).

4. Vegetation Cover, Quantity and Quality

The existing dairy ranch is presently in 5 % trees, 5% brush, 10% grass and 80% cropland (from the developers environmental assessment).

The ultimate development will alter nearly all of the above existing uses. It is expected that the trees and green acres will remain as they are now but the remaining area will be altered into streets, lots and the golf course.

5. Aesthetics

Because of the surrounding development, the effects on aesthetics are expected to be minor. The following is taken from the developer's environmental assessment:

"The setting of the development is such that surrounding views of the mountains will be preserved and the majority of homes and the bluff will focus over and beyond the new development 90 feet below. The development will be screened from the east by riparian vegetation."

Some residents on the bluff above the proposed development have expressed concern over the change in aesthetics.

6. Air Quality

Effects on air quality during construction will have a short-term effect on air quality.

The full development will have an effect on air quality due to wood burning and the significant increase in vehicular traffic (4,000 trips) anticipated by the Kalispell City-County Planning Staff. The effects are expected to be noticed primarily during certain climatic conditions (still days, inversions). Existing air quality in the Evergreen area is not objectionable in terms of existing state and federal guidelines. An Air Quality Bureau (DHES) study has indicated that about 40% of the homes in the Kalispell area have wood-burning stoves. Using this estimate, the development would produce about 320 additional wood stoves.

7. Unique, Endangered, Fragile or Limited Environmental Resources

No known resources that would be drastically altered are known to exist at the site.

8. Demands on Environmental Resources of Land, Water, Air and Energy

The combined effects on the above resources are expected to be significant. Demands on water and air have been previously discussed. The proposed conversion of 284 acres of land from agricultural to residential use and the estimated 4,000 vehicular trips per day can be expected to create additional demands on land resources and energy use, respectively. Electricity and/or natural gas requirements will also add to energy demands but no significant demands on general energy resources are expected.

9. Historical and Archaeological Sites

The Kalispell City-County Planning Staff report indicated that no known historical or archaeological features are at the site. An on-site survey by a qualified individual has apparently not been done, however.

POTENTIAL IMPACTS ON HUMAN ENVIRONMENT

1. Social Structures and Mores

The development is expected to attract Canadians and out-of-state interest due to the price of lots and the proximity of the development to a wide range of recreational activities. There is a possibility for pressures or conflicts between new residents and old residents due to differing values and interests.

2. Local and State Tax Base and Revenues

The following is taken from the Kalispell City-County Planning Staff report (March, 1980):

"To the property owners: at present the site pays a tax of \$3.50 per ac./\$875 per year. As development and improvements occur the real estate taxable value will increase to approximately \$1000 per lot plus the market value of any permanent structures or other improvements.

Although the units placed within the development are to be placed on permanent foundations they will in all likelihood be taxed separately from the "park". At 100% development the taxable value of the lots would reach \$800,000 and under current mil levies would generate \$14,500 in District #5 revenues.

To adjacent lands: these lands are taxed based on size, use and market values. If these factors do not change, taxable values should not be affected by this development."

3. Agricultural or Industrial Production

About 255 acres will be removed from agricultural production (dairy and cropland). Although perhaps not significant by itself, the commitment to residential development is irreversible. Cumulative development impacts on agricultural ground in the Flathead Valley must be regarded as significant. Industrial production is not impacted.

This ground is presently surrounded by development and could perhaps be considered a more appropriate sacrifice than agricultural ground further from town.

4. Human Health

Perhaps the only hazard worth mentioning would be the danger due to increased air pollution from wood burning stoves and vehicular traffic.

5. Quantity and distribution of community and personal income

The increased construction activity would favorably affect a depressed construction industry. It is anticipated that many buyers will be from outside the Flathead Valley area. The influx would increase both population and income of the area.

6. Access to and Quality of Recreational and Wilderness Activity

An 18 hole golf course is proposed. This would favorably add to recreational opportunities in the area. The proximity of the development to the many recreational and wilderness activities of the area will no doubt increase the use of those activities.

8) Quantity and distribution of employment

The anticipated increase in population is expected to provide additional income to small businesses in the Kalispell area and also to recreational businesses in the Flathead Valley (skiing, boating, fishing, etc.).

This would be in addition to the income and employment derived from construction activity.

9. Distribution and Density of Population and Housing

The proposed density is about 2.82 dwelling units per acre, but all 800 lots will be on about 80 acres. The remainder of the 284 acres is divided approximately as follows:

43 acres in roads and right-of-ways,
65 acres in an 18-hole golf course,
18 acres in a park area,
37 acres in open space,
3 acres in a club area.

The following is taken from a March, 1980 staff report for the Kalispell City-County Planning Board:

"The areas surrounding the site was recommended in the 1974 Plan or amended recently to include the following:

To the North, Northeast and Northwest and Southwest suburban residential: development of up to 2 dwelling units per acre.
To the East: Agricultural; densities of existing development are 1/2 to 5 acre residential and commercial uses, however. To the West; High density urban; with RA-1 and RA-2 zoning. These zones permit development of up to 20 and 30 dwelling units per acre respectively, and mandate the availability of municipal services (water and sewer). To the South: Agriculture.

Subdivision and development densities within the above noted areas has been consistent with the plan and plan amendment to this point in time.

Either Evergreen water or community water systems serve existing developments. A sewer district has been created to serve those areas presently zoned RA-1, RA-2 and R-4.

In addition to those zoned areas mentioned above, other districts have been created in this vicinity which include R-1, R-2, R-3, R-5, and B-1. The R-1 and R-2 zones comply with the suburban density designations of the plan, the R-3, R-5 and B1, would be more appropriate in the urban density designation. These urban zones were given consideration for existing development rather than future development.

The urban designation is a compatible neighbor to suburban and high density urban uses, if the necessary services are available or are to be provided."

A map of the existing zoning is attached to this report.

The R-5 zoning classification has been granted for this development.

10. Demands for Government Services

The following is taken from the March, 1980 staff report to the Kalispell City-County Planning Board:

"Effects on local services:

- a) schools: see attached letter from School Dist. #5
- b) Parks & Recreation: Due to the nature of the proposal, the County M.H.P. regulations mandate that parks and recreation be accompanied within the proposal. The statutory requirements call for 28 acres of park or recreational area in a proposal of this size. As submitted a total of 124.92 acres of multi-use area is provided. The County Park Board endorsed this proposal at its regular meeting of March 11th, and asked only for vehicular access to its 18 acre park area located to the north of this proposal.
- c) Fire and police protection: This proposal is in the Evergreen V.F.D. services area. The proposed community water system should provide the necessary hydrant for utilization by this department. Police protection would be provided by the Flathead County Sheriff's Department and is located in an existing partial area.
- d) Medical: Complete facilities are available in Kalispell, the Health center is located 1 1/2 air miles and 4 1/2 road miles from the site.
- e) Roads and Streets: All streets within the proposal are to be 60' right-of-way, 30' surface, paved and private. Owned and maintained by the Owner/Developer. Two access points are provided to West Evergreen drive. (See attached letter from State Department of Highways attached.)

Although not readily available but topographically possible, is an additional access to West Reserve Drive which should be considered at this point in the planning process.

West Reserve reconstruction and re-alignment is anticipated in the not too distant future and would provide some relief for other collector streets in the area.

- f) Water: A community water system is proposed to serve the development. It should be designed to the standards of the Evergreen water system to provide adequate domestic and fire flows. Irrigation demands are anticipated to be minimal due to the nature of the land; however, the landowner does have irrigation rights on the Whitefish River.
- g) Sewer: A control collection system is proposed. The system will consist of a collection station, lift station and on an interim basis a treatment and disposal site located West of Whitefish Stage Road on lands owned by the Owner/Developers. Ultimately this system is to be tied to the North Village Sewer District which is to tie into the City of Kalispell. The actual acceptance and approval of this system rests with the State Department of Health and the annexation of this site into the Sewer District.
- h) Energy: primary demands are anticipated to be for electricity.

The site presents advantages for the type of development proposed. It is oriented for solar exposure but is shaded from the early evening sun and is sheltered from the prevailing wind conditions of the Bench area."

Note that since the time of the writing the plan for sewage has changed. The developer is now proposing that the initial 18 lots be approved for individual septic tanks and drainfields and that the Kalispell sewage system be available for all lots within a year.

The Kalispell sewage treatment system is capable of treating sewage from a population equivalent of about 28,000*. At present, the system serves the equivalent of about 16,000 people. Flow to the plant is about 1.2 to 1.6 million gallons per day presently. With the replacement of the sludge handling facilities, the plant will be capable of treating about 2.8 million gallons per day.

The plant discharge is presently under scrutiny to determine if tertiary treatment (nutrient removal) will be required to meet the water quality standards for Ashley Creek and Flathead Lake. The plant is presently meeting its discharge limitations imposed by the Montana Pollutant Discharge Elimination System (MPDES) permit. The City of Kalispell has recently completed its design for improvements to the sludge treatment and disposal process.

*except for the sludge handling facilities. The city abandoned their sludge chlorine oxidation system and are in the process of replacing their sludge handling facilities with anaerobic digestion and land injection of stabilized sludge. The sludge handling facilities are 90 percent designed and are scheduled for construction in 1983. The city is currently disposing raw sludge under an interim permit by injection and landfilling

11. Industrial and Commercial Activity

See also item 6 under this section. Because of the potential for bringing income and employment to this area, this development could be regarded as a clean industry.

12. Demand for Energy

Previously covered under Section 8 under Impact on the Physical Environment.

13. Locally Adopted Environmental Plans and Goals

Neither the county commissioner's approval nor the Kalispell City-County Planning Board's approval indicated that the development was in conflict with any locally adopted plans. This opportunity will be taken to present the conditions of the above approvals.

County Commissioners Preliminary Approval Condition:

- a) That the proposed community water system be designed to Evergreen Water system or City of Kalispell standards, provide adequate domestic and fire flows, and meet the approval of the State Department of Health and Environmental Sciences and the Flathead County Sanitarian;
- b) That the sewage system be designed to City of Kalispell standards and meet the approval of State and County Health Departments;
- c) That not more than 400 units can be located in the Park prior to the time that connection to the Kalispell City sewer system is made;
- d) That not more than 100 units can be added to the Park in any one calendar year;
- e) That a provision be made in the management regulations or Covenants of the Park which requires mobile and modular units to be placed on permanent foundations for taxing purposes as real property (copy attached of Uniform Building Code provisions);
- f) That those regulations or Covenants shall not be changed or amended without approval of the Board of County Commissioners;
- g) That a copy of those regulations or Covenants be provided to each tenant upon the signing of their lease or contract;

- h) That those regulations and/or Covenants be filed with the Flathead County Clerk and Recorder's Office;
- i) That the developer dedicate an additional 10 feet of right-of-way along the north side of West Evergreen Drive for future roadway expansion purposes;
- j) That the developer provide and improve pedestrian-bicycle access ways to connect the proposed development with the anticipated commercial and school sites located on the bluff west of the development site;
- k) That the developer provide vehicle access to the 18 acre park area located to the north of this proposal;
- l) That the roads within Fairway Park remain as private, with maintenance and services provided by the developer, AND
- m) That all current assessed and any and all delinquent taxes on this property are to be paid.

City-County Planning Board Conditions for the Commissioners preliminary approval of the preliminary plat:

- a) that provision be made in the management regulations of the court which requires mobile and modular units be placed on permanent foundations for tax purposes.
- b) that the developer dedicate an additional 10 feet of right-of-ways along the north side of West Evergreen Drive for future road way expansion purposes.
- c) that the developer provide and improve pedestrian-bicycle access ways to connect the proposed development with the anticipated commercial and school sites located on the bluff west of the development site.

14. Transportation Networks and Traffic Flows

The following excerpts are taken from the March, 1980 staff report mentioned above:

"Artificial Hazards

Traffic: The site is accessed by West Evergreen Drive (conditions noted in Part - 1), at present this road has been deemed hazardous by the Flathead Safety Council primarily during the winter months on the hill which ties with Whitefish Stage. Evergreen Drive to the East crosses the Whitefish River via a

narrow wooden bridge. No existing traffic counts are available for these routes in this general area. The general area has the potential to generate approximately 20,000 vehicle trips per day when maximum development is achieved under the existing plan.

Fairway Park, at 100% development could generate approximately 4,000 vehicle trips per day. West Evergreen will be the only access route to the site."

"Access: The area in question is directly accessible from West Evergreen Drive, this is a 60' right of way country road. The roadway varies in surface condition and driving width, and right of way narrows as the road nears LaSalle Road. West Evergreen links over Whitefish Stage Road and Reserve Drive and Highway 93 and to the City of Kalispell.

*At present the Kalispell City-County Planning Board had adopted a resolution to amend the Kalispell Plan to recommend the future extension of West Evergreen Drive to cross the Stillwater River and link up with U.S. 93 over Grandview Drive. This resolution has been adopted by the City of Kalispell, but will not become effective until acted upon by the Board of County Commissioner (such action may be limited due to litigation pending on the "Mall" case).

The condition of West Evergreen Drive and Whitefish Stage Road are of acute concern to the State Department of Highways, Board of County Commissioners, Residents of the general area and the Technical Advisory Committee (TAC). Note: the TAC is a select group of government officials and private citizens created to advise local and state governments on critical areas of need and improvement schedules of roadways classified under the Kalispell Urban system.

At present the TAC priorities are for the improvement of West Reserve Drive from LaSalle to Highway 93 and the improvements of the southern portion of Whitefish Stage. Any consideration of the West Evergreen Extension is at least 1987 before any planning could be considered. Acute problems at present deal with the amount of pedestrian and bicycle traffic on Whitefish Stage Road and the potential for significant increases with the prospect of a grade school being located in the area west of Whitefish Stage Road and north of West Evergreen Drive Extension. Recent Federal decisions do not look favorable for funding of any future roadway improvements.

Additional right-of-way has been acquired along Whitefish Stage through the subdivision review process. The right-of-way along Whitefish Stage Road now ranges from 60 to 80 feet."

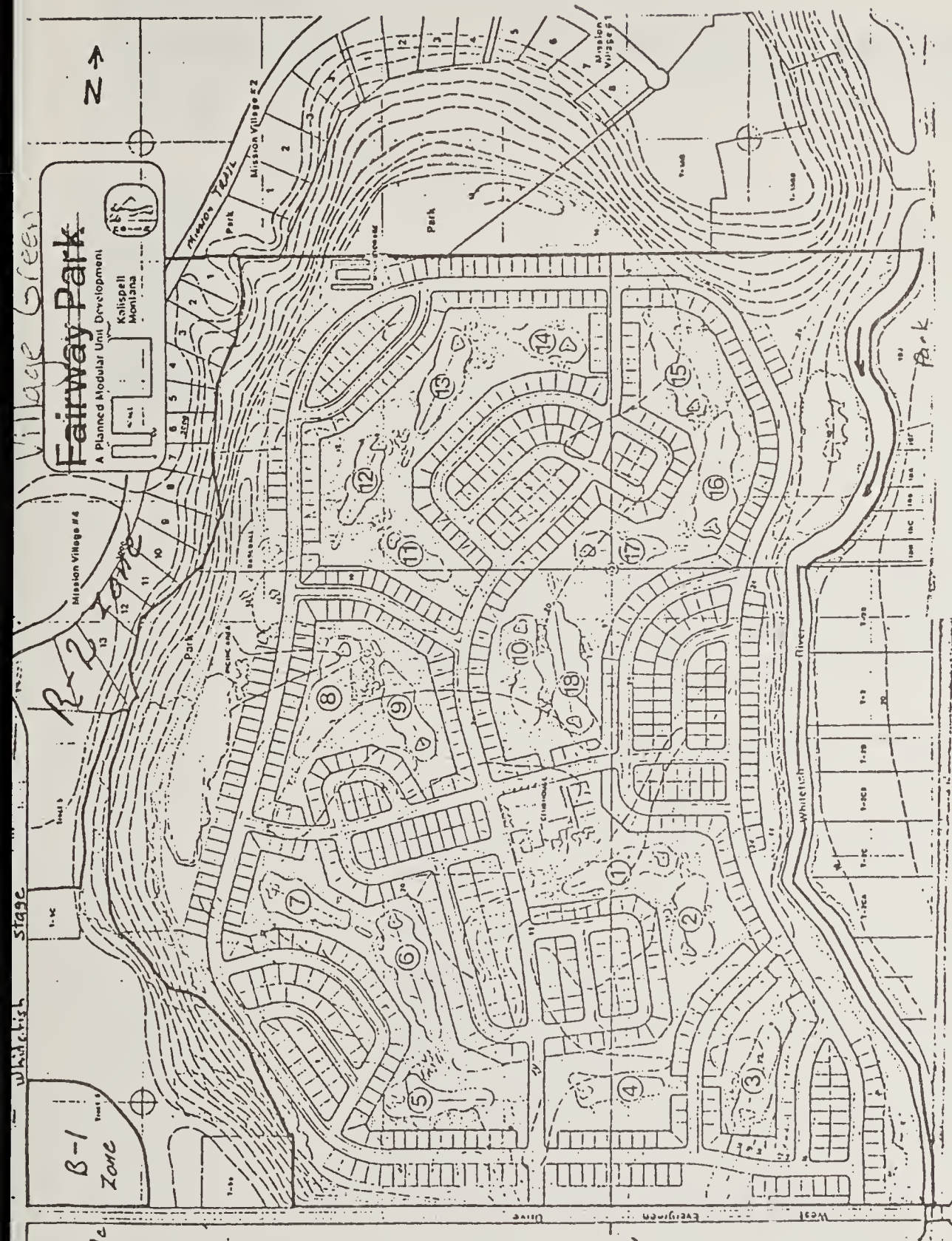
As noted in the above excerpts, site access could be an important problem. This is regarded as significant and is measured as a moderate to major impact. The problem areas for this development appears to be primarily along West Evergreen Drive and along Whitefish Stage Road. The only access to the development that is proposed at this time is from West Evergreen Drive. Access from the north from West Reserve has been discussed, but is not proposed at this time.

A new, wider bridge over the Whitefish River on West Evergreen Drive is now proposed. Although no definite construction date has been set, provisions are now being made in the Flathead County bridge budget for construction materials for this bridge. The Whitefish Stage Road is also tentatively scheduled for improvements to begin widening of the road.

The zoning map attached at the end of the PER also shows the configuration of the roads in the area of the development. Attached to the PER are 24-hour traffic counts for South Whitefish Stage, LaSalle Road and U.S. 93 North/Sunset (Northbound). No attempt is made to interpret these counts; they are included for the reader for informational and comparison purposes.

[illegible]

West Reserve Drive



Total Acreage: 248.65Ac
 Total Lots: 800
 Area of Lots: 80.31Ac
 Area in Road: 43.6Ac
 Road Surface: 21.8Ac
 Golf Course Area: 65.85Ac
 Open Space: 18.74Ac
 Club Area: 2.77

Lot sizes: 3500 sq. ft.
 to 5000 sq. ft.
 Gross Density 3.2dup/ac
 Sewer System: C-4
 Water System: Community



KEITH L. ALLRED
SUPERINTENDENT
PATRICK J. CONROY
ASST. SUPERINTENDENT

DIRECTOR OF BUSINESS AFFAIRS
KEN SIDERIUS
DIRECTOR OF PERSONNEL
DON LANGAN
DIRECTOR OF INSTRUCTION

SCHOOL DISTRICT NO. 5

Phone 755-5015 - P.O. BOX 788 - KALISPELL, MONTANA 59901

FLATHEAD HIGH SCHOOL
PRINCIPAL WILLIAM VOGT
KALISPELL JUNIOR HIGH
PRINCIPAL LEONARD HERBST
LINDERMAN SCHOOL
PRINCIPAL LEONARD HERBST
ELROD SCHOOL
PRINCIPAL CHARLES HEDGEMAN
RUSSELL SCHOOL
PRINCIPAL FRED ROSEY
PETERSON SCHOOL
PRINCIPAL LEANNA JACOBSON
HEDGES SCHOOL
PRINCIPAL ROBERT NIEDERKORN
EDGERTON SCHOOL
PRINCIPAL JOSEPH SUPER

November 7, 1979

Duane Bitney and Associates
530 6th Ave. East
Kalispell, MT 59901

Dear Duane:

The Board of Trustees acted favorably upon an architectural site plan presented to them last night. They have directed me to contact you and inform you and your associates that the tentative site plan and suggested location is now approved by the Board. I am enclosing 3 copies of the site plan and location for your review.

Based upon the conversation Mr. Tutvedt and I have had with you, we are assuming that an offer will be forthcoming from you and your associates.

Thank you for your continuing interest in this cooperative effort.

Best wishes.

Sincerely yours,

Keith
Keith L. Allred
Superintendent

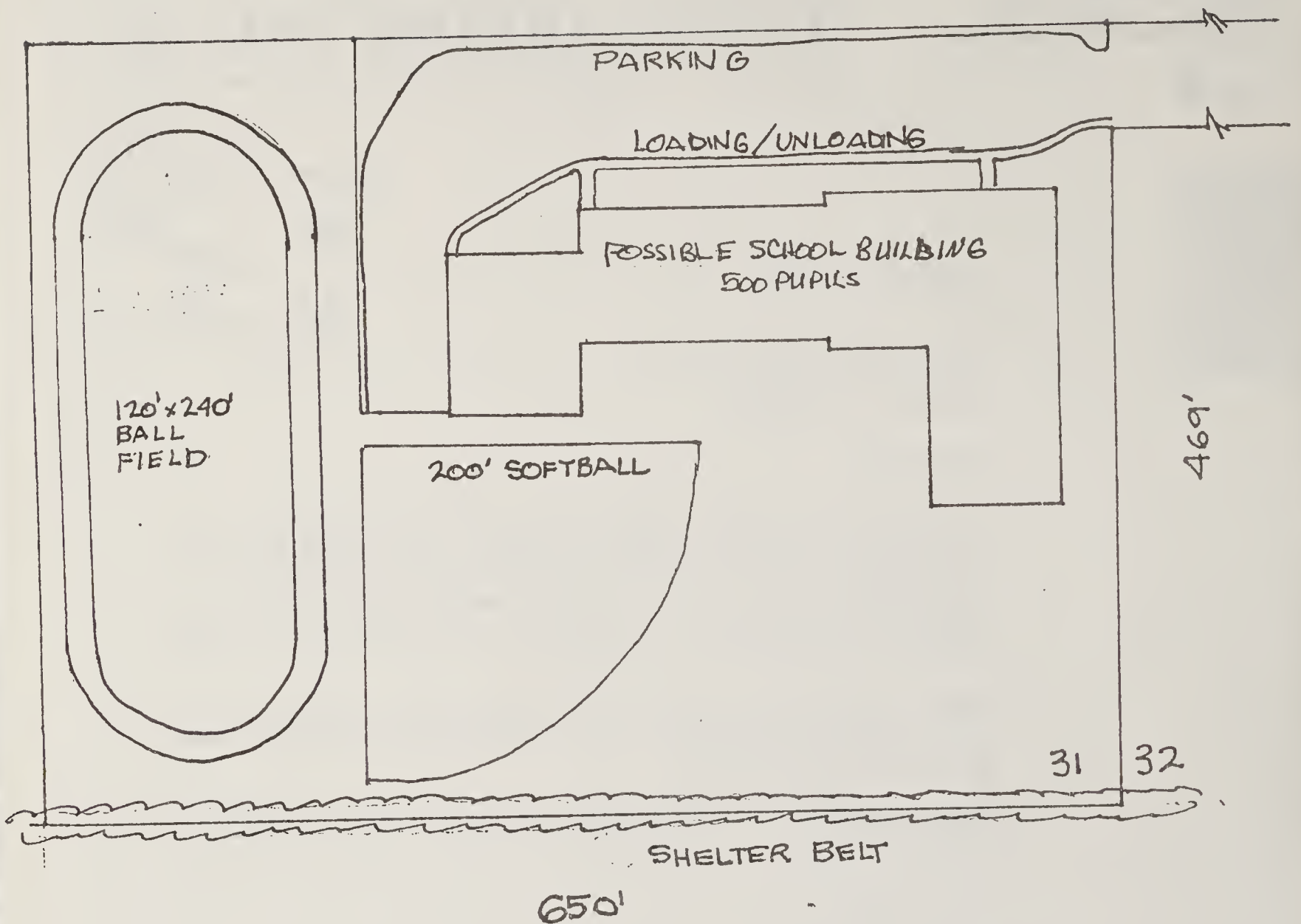
KLA/ph

cc: Paul Tutvedt, Board Chairman
Pat Conroy, Ass't. Superintendent

Enc: 3 Copies Site & Location Plan

*Received by
JEM 3/25/80
from Marshall
Murray*

66' RIGHT OF WAY TO WHITEFISH STAGE



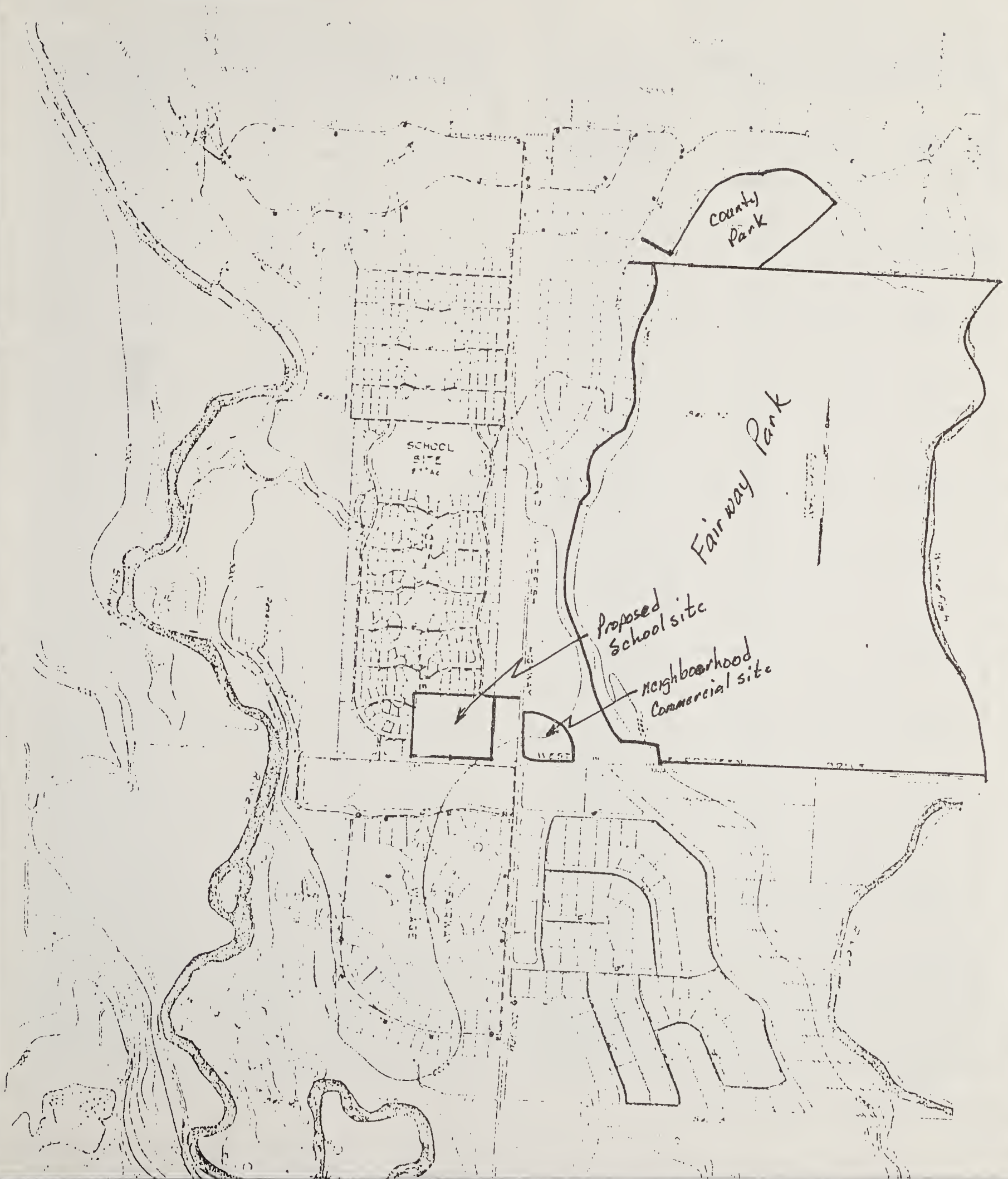
AREA - 7 ACRES (EXCLUDING R.W.)

PROPOSED ELEMENTARY SCHOOL SITE
SCHOOL DISTRICT NO 5

PREPARED BY BRINKMAN & LENON - ARCHITECTS & ENGINEERS

BRINKMAN & LENON - ARCHITECTS & ENGINEERS





24-HOUR TRAFFIC COUNT

STEP FLATHEAD COUNTY

TIME 1200 - 1200

SITE S. Whitefish Stage

DATE September 23-24, 1981

Time Period	Traffic Count	Hourly Total
0001-0015	7	
0016-0030	3	
0031-0045	5	
0046-0100	1	16
0101-0115	4	
0116-0130	2	
0131-0145	2	
0146-0200	1	9
0201-0215	9	
0216-0230	1	
0231-0245	2	
0246-0300	0	12
0301-0315	2	
0316-0330	0	
0331-0345	1	
0346-0400	2	5
0401-0415	0	
0416-0430	1	
0431-0445	1	
0446-0500	2	4
0501-0515	2	
0516-0530	1	
0531-0545	1	
0546-0600	2	6
0601-0615	1	
0616-0630	6	
0631-0645	7	
0646-0700	11	25
0701-0715	9	
0716-0730	11	
0731-0745	28	
0746-0800	57	105
0801-0815	36	
0816-0830	38	
0831-0845	33	
0846-0900	29	136
0901-0915	18	
0916-0930	21	
0931-0945	26	
0946-1000	26	91
1001-1015	19	
1016-1030	24	
1031-1045	12	
1046-1100	23	78
1101-1115	22	
1116-1130	22	
1131-1145	22	
1146-1200	26	92

Time Period	Traffic Count	Hourly Total
1201-1215	25	
1216-1230	21	
1231-1245	28	
1246-1300	33	107
1301-1315	20	
1316-1330	25	
1331-1345	24	
1346-1400	31	100
1401-1415	33	
1416-1430	31	
1431-1445	33	
1446-1500	22	119
1501-1515	37	
1516-1530	31	
1531-1545	46	
1546-1600	42	156
1601-1615	35	
1616-1630	42	
1631-1645	34	
1646-1700	35	146
1701-1715	43	
1716-1730	42	
1731-1745	55	
1746-1800	41	181
1801-1815	39	
1816-1830	45	
1831-1845	30	
1846-1900	43	157
1901-1915	44	
1916-1930	31	
1931-1945	21	
1946-2000	18	114
2001-2015	20	
2016-2030	18	
2031-2045	17	
2046-2100	20	75
2101-2115	18	
2116-2130	17	
2131-2145	18	
2146-2200	15	68
2201-2215	8	
2216-2230	5	
2231-2245	6	
2246-2300	5	24
2301-2315	8	
2316-2330	7	
2331-2345	3	
2346-2400	5	23

24-HOUR TOTAL 1,849

24-HOUR TRAFFIC COUNT

ADDITIONAL DATA

STEP FLATHEAD COUNTY

TIME 1230 - 1230

SITE LaSalle Road (Southbound)

DATE September 28-29, 1981

Time Period	Traffic Count	Hourly Total
0001-0015	0	
0016-0030	1	
0031-0045	10	
0046-0100	5	16
0101-0115	1	
0116-0130	1	
0131-0145	1	
0146-0200	6	9
0201-0215	3	
0216-0230	3	
0231-0245	2	
0246-0300	1	9
0301-0315	3	
0316-0330	7	
0331-0345	3	
0346-0400	9	22
0401-0415	6	
0416-0430	4	
0431-0445	26	
0446-0500	13	49
0501-0515	23	
0516-0530	23	
0531-0545	25	
0546-0600	35	106
0601-0615	64	
0616-0630	129	
0631-0645	84	
0646-0700	72	349
0701-0715	80	
0716-0730	89	
0731-0745	68	
0746-0800	56	293
0801-0815	70	
0816-0830	73	
0831-0845	69	
0846-0900	84	296
0901-0915	79	
0916-0930	79	
0931-0945	94	
0946-1000	94	346
1001-1015	77	
1016-1030	71	
1031-1045	86	
1046-1100		
1101-1115		
1116-1130		
1131-1145		
1146-1200		

Time Period	Traffic Count	Hourly Total
1201-1215		
1216-1230		
1231-1245	65	
1246-1300	80	
1301-1315	85	
1316-1330	77	
1331-1345	109	
1346-1400	98	369
1401-1415	117	
1416-1430	132	
1431-1445	145	
1446-1500	112	506
1501-1515	119	
1516-1530	118	
1531-1545	143	
1546-1600	94	474
1601-1615	87	
1616-1630	86	
1631-1645	57	
1646-1700	67	297
1701-1715	71	
1716-1730	68	
1731-1745	68	
1746-1800	62	269
1801-1815	59	
1816-1830	43	
1831-1845	48	
1846-1900	59	209
1901-1915	28	
1916-1930	42	
1931-1945	47	
1946-2000	24	141
2001-2015	27	
2016-2030	18	
2031-2045	23	
2046-2100	30	98
2101-2115	27	
2116-2130	40	
2131-2145	23	
2146-2200	12	102
2201-2215	24	
2216-2230	14	
2231-2245	16	
2246-2300	11	65
2301-2315	19	
2316-2330	15	
2331-2345	8	
2346-2400	4	46

24-HOUR TOTAL _____

24-HOUR TRAFFIC COUNT

ADDITIONAL DATA

STEP FLATHEAD COUNTY

TIME 1200 - 1200

SITE LaSalle Road (Northbound)

DATE September 28-29, 1981

Time Period	Traffic Count	Hourly Total
0001-0015	11	
0016-0030	13	
0031-0045	9	
0046-0100	6	39
0101-0115	5	
0116-0130	2	
0131-0145	4	
0146-0200	10	21
0201-0215	7	
0216-0230	2	
0231-0245	5	
0246-0300	3	17
0301-0315	1	
0316-0330	5	
0331-0345	2	
0346-0400	3	11
0401-0415	1	
0416-0430	3	
0431-0445	3	
0446-0500	5	12
0501-0515	7	
0516-0530	8	
0531-0545	9	
0546-0600	8	32
0601-0615	22	
0616-0630	33	
0631-0645	42	
0646-0700	57	154
0701-0715	64	
0716-0730	59	
0731-0745	63	
0746-0800	54	240
0801-0815	85	
0816-0830	61	
0831-0845	67	
0846-0900	61	274
0901-0915	65	
0916-0930	53	
0931-0945	53	
0946-1000	43	214
1001-1015	63	
1016-1030	57	
1031-1045	55	
1046-1100	68	243
1101-1115	74	
1116-1130	67	
1131-1145	71	
1146-1200	83	295

Time Period	Traffic Count	Hourly Total
1201-1215	94	
1216-1230	78	
1231-1245	82	
1246-1300	80	334
1301-1315	92	
1316-1330	82	
1331-1345	95	
1346-1400	106	375
1401-1415	81	
1416-1430	95	
1431-1445	103	
1446-1500	103	382
1501-1515	118	
1516-1530	131	
1531-1545	116	
1546-1600	116	481
1601-1615	83	
1616-1630	102	
1631-1645	97	
1646-1700	85	367
1701-1715	88	
1716-1730	129	
1731-1745	114	
1746-1800	110	441
1801-1815	75	
1816-1830	84	
1831-1845	75	
1846-1900	55	289
1901-1915	71	
1916-1930	52	
1931-1945	62	
1946-2000	66	251
2001-2015	49	
2016-2030	59	
2031-2045	54	
2046-2100	41	203
2101-2115	50	
2116-2130	39	
2131-2145	39	
2146-2200	31	159
2201-2215	23	
2216-2230	26	
2231-2245	26	
2246-2300	24	99
2301-2315	35	
2316-2330	28	
2331-2345	30	
2346-2400	12	105

24-HOUR TOTAL 5,038

24-HOUR TRAFFIC COUNT

STEP KALISPELL

TIME 2000 - 2000

SITE U.S. 93 North/Sunset (Northbound)

DATE September 29-30, 1981

Time Period	Traffic Count	Hourly Total
0001-0015	6	
0016-0030	8	
0031-0045	11	
0046-0100	5	30
0101-0115	2	
0116-0130	7	
0131-0145	6	
0146-0200	5	20
0201-0215	5	
0216-0230	2	
0231-0245	5	
0246-0300	3	15
0301-0315	2	
0316-0330	0	
0331-0345	2	
0346-0400	2	6
0401-0415	2	
0416-0430	0	
0431-0445	2	
0446-0500	0	4
0501-0515	3	
0516-0530	8	
0531-0545	11	
0546-0600	20	42
0601-0615	11	
0616-0630	21	
0631-0645	23	
0646-0700	46	101
0701-0715	34	
0716-0730	37	
0731-0745	56	
0746-0800	114	241
0801-0815	91	
0816-0830	105	
0831-0845	70	
0846-0900	107	373
0901-0915	71	
0916-0930	72	
0931-0945	71	
0946-1000	83	297
1001-1015	93	
1016-1030	83	
1031-1045	80	
1046-1100	105	361
1101-1115	85	
1116-1130	89	
1131-1145	97	
1146-1200	70	341

Time Period	Traffic Count	Hourly Total
1201-1215	95	
1216-1230	90	
1231-1245	66	
1246-1300	111	362
1301-1315	108	
1316-1330	101	
1331-1345	110	
1346-1400	123	442
1401-1415	113	
1416-1430	123	
1431-1445	107	
1446-1500	89	432
1501-1515	107	
1516-1530	121	
1531-1545	131	
1546-1600	116	475
1601-1615	122	
1616-1630	111	
1631-1645	106	
1646-1700	97	436
1701-1715	168	
1716-1730	124	
1731-1745	100	
1746-1800	92	484
1801-1815	70	
1816-1830	53	
1831-1845	70	
1846-1900	83	276
1901-1915	64	
1916-1930	54	
1931-1945	57	
1946-2000	38	213
2001-2015	41	
2016-2030	36	
2031-2045	32	
2046-2100	27	136
2101-2115	40	
2116-2130	18	
2131-2145	25	
2146-2200	21	104
2201-2215	23	
2216-2230	25	
2231-2245	22	
2246-2300	33	103
2301-2315	19	
2316-2330	22	
2331-2345	8	
2346-2400	8	57

24-HOUR TOTAL 5,351

24-HOUR TRAFFIC COUNT

STEP KALISPELL

TIME 1945 - 1945

SITE U.S. 93 North/Sunset (Southbound)

DATE September 29-30, 1981

Time Period	Traffic Count	Hourly Total
0001-0015	4	
0016-0030	7	
0031-0045	1	
0046-0100	1	13
0101-0115	2	
0116-0130	9	
0131-0145	5	
0146-0200	0	16
0201-0215	7	
0216-0230	6	
0231-0245	2	
0246-0300	1	16
0301-0315	2	
0316-0330	1	
0331-0345	3	
0346-0400	1	7
0401-0415	8	
0416-0430	2	
0431-0445	0	
0446-0500	1	11
0501-0515	2	
0516-0530	5	
0531-0545	8	
0546-0600	9	24
0601-0615	10	
0616-0630	14	
0631-0645	27	
0646-0700	41	92
0701-0715	32	
0716-0730	43	
0731-0745	77	
0746-0800	171	323
0801-0815	109	
0816-0830	115	
0831-0845	88	
0846-0900	84	396
0901-0915	61	
0916-0930	89	
0931-0945	85	
0946-1000	90	325
1001-1015	89	
1016-1030	92	
1031-1045	95	
1046-1100	97	373
1101-1115	89	
1116-1130	105	
1131-1145	118	
1146-1200	108	420

Time Period	Traffic Count	Hourly Total
1201-1215	132	
1216-1230	99	
1231-1245	96	
1246-1300	114	441
1301-1315	80	
1316-1330	64	
1331-1345	90	
1346-1400	80	314
1401-1415	115	
1416-1430	102	
1431-1445	101	
1446-1500	107	425
1501-1515	109	
1516-1530	116	
1531-1545	137	
1546-1600	120	482
1601-1615	122	
1616-1630	122	
1631-1645	130	
1646-1700	142	516
1701-1715	123	
1716-1730	92	
1731-1745	75	
1746-1800	63	353
1801-1815	67	
1816-1830	48	
1831-1845	60	
1846-1900	71	246
1901-1915	63	
1916-1930	69	
1931-1945	45	
1946-2000	33	210
2001-2015	27	
2016-2030	40	
2031-2045	25	
2046-2100	38	130
2101-2115	39	
2116-2130	34	
2131-2145	35	
2146-2200	20	128
2201-2215	17	
2216-2230	26	
2231-2245	29	
2246-2300	14	86
2301-2315	26	
2316-2330	13	
2331-2345	24	
2346-2400	11	74

24-HOUR TOTAL 5,421



EVERGREEN WATER DISTRICT #1

130 NICHOLSON DRIVE
KALISPELL, MONTANA 59901

PHONE: 257-5861

July 16, 1982

This is to certify that Evergreen Water Dist. has agreed to furnish, and has furnished water to the sight known as Village Green on West Evergreen Dr.

Sincerely,

Steve Cheman
Manager, Evergreen Water Dist.

Subscribed and sworn to before me this 3rd day of September, 1982.

Notary Public for the State
of MT, Residing at Kalispell
My Commission expires 6/14/85

(SEAL)

Leroy E. McDowell
Mayor


P.O. Box 1035
Zip 59901-1035

Telephone (406) 755-5457

THE CITY OF KALISPELL, MONTANA

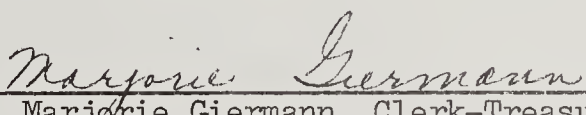
September 3, 1982

This is to certify that the City of Kalispell will provide sewage disposal service to the North Village Sewer District, which includes the Subdivision known as Village Green, pursuant to the terms of an agreement executed by said District.



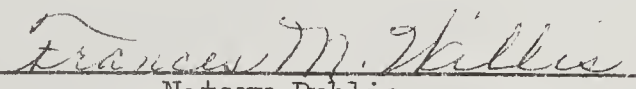
LeRoy E. McDowell, Mayor

ATTEST:



Marjorie Giermann, Clerk-Treasurer

I, Frances Willis, do certify that LeRoy E. McDowell and Marjorie Giermann, known to me personally to be the Mayor and Clerk-Treasurer of the City of Kalispell, appeared and signed their names to the above document.



Notary Public

Notary Public for the State of Montana, residing at Kalispell. My Commission expires 7-9-83.

"In the Heart of the Nation's Playground"

Flathead County
Board of Commissioners

P.O. BOX 1000

KALISPELL, MONTANA 59901

(406) 755-5300

September 24, 1982

COPY

To Whom It May Concern:

Money has been budgeted in the fiscal 1982-1983 bridge budget for the purchase of bridge beams for the reconstruction of the West Evergreen Bridge. This budget was approved by the Board of County Commissioners.


Joan A. Deist, Chairman


Melford R. Wollan, Member

Henry Oldenburg, Member